

Maryland Historical Trust

Maryland Inventory of Historic Properties number:

GA-477

Name:

#17003/MD 19 over BEAVERDAM DITCH

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended _____	Eligibility Not Recommended <u>X</u>
Criteria: <u> </u> A <u> </u> B <u> </u> C <u> </u> D Considerations: <u> </u> A <u> </u> B <u> </u> C <u> </u> D <u> </u> E <u> </u> F <u> </u> G <u> </u> None	
Comments: _____	

Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u>3 April 2001</u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>3 April 2001</u>

gms

MARYLAND INVENTORY OF HISTORIC PROPERTIES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST

MHT NO. QA-477

NAME AND SHA NO.: 17003

LOCATION

Road Name and Number: MD 19 over Beaverdam Ditch

City/Town: Ingleside vicinity

County: Queen Anne's

Ownership: ☒ State ☐ County ☐ Municipal ☐ Other

Bridge projects over: ☐ Road ☐ Railway ☒ Water ☐ Land

Is bridge located within designated district?: ☐ yes ☒ no
☐ NR listed district ☐ NR determined eligible district
☐ locally designated ☐ other
Name of District

BRIDGE TYPE

- ☐ Timber Bridge
☐ Beam Bridge ☐ Truss-Covered ☐ Trestle ☐ Timber-and-Concrete
- ☐ Stone Arch Bridge
- ☐ Metal Truss Bridge
- ☐ Moveable Bridge
☐ Swing ☐ Bascule Single Leaf ☐ Bascule Multiple Leaf
☐ Vertical Lift ☐ Retractable ☐ Pontoon
- ☐ Metal Girder
☐ Rolled Girder ☐ Rolled Girder Concrete Encased
☐ Plate Girder ☐ Plate Girder Concrete Encased
- ☐ Metal Suspension
- ☐ Metal Arch
- ☐ Metal Cantilever
- ☒ Concrete
☐ Concrete Arch ☐ Concrete Slab ☒ Concrete Beam ☐ Rigid Frame
☐ Other Type Name

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MHT NO. QA-477

DESCRIPTION

Describe the Setting:

Located within Maryland's Tidewater physiographic zone, Bridge 17003 carries MD 19 over Beaverdam Ditch in northern Queen Anne's County. MD 19 extends east-west before turning to the northwest. Beaverdam Ditch flows in a generally southerly direction, eventually draining into Tuckahoe Creek. Bridge 17003 is located in the small community of Ingleside.

Describe the Superstructure and Substructure:

(Discuss points identified in Context Addendum, Section C)

Bridge 17003 consists of a single, 35-foot long, concrete-beam span with a nearly 22-foot wide clear roadway carrying two traffic lanes. A closed parapet railing flanks the roadway. W-beam guardrails line the bridge approaches. Concrete abutments and wing walls support the bridge's superstructure.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Slightly more than two-thirds (76) of that total were single-span bridges.

Discuss major alterations:

The wing walls on the north side of the structure have been modified at the top with gunite and bituminous flumes to carry runoff from the roadway. In September 1993, the parapet on the south was replaced. An automobile hit the original parapet and shifted the parapet from its original position.

HISTORY

When Built: circa 1912

Why Built: Unknown

Who Built: State Roads Commission

Who Designed: Unknown

Why Altered: Upstream parapet damaged by a vehicle.

Was this bridge built as part of an organized bridge building campaign?: Yes

Bridge 17003 closely follows the standard specifications for 1912. If constructed during this period, it may relate to the State Roads Commission's primary road improvement campaign undertaken between 1910 and 1915.

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SURVEYOR ANALYSIS

This bridge may have NR significance for association with:

☒ **A (Events)** ☐ **B (Person)** ☐ **C (Engineering/Architectural Character)**

Was this bridge constructed in response to significant events in Maryland or local history?

Construction of Bridge 17003 may relate to the State Roads Commission's primary road improvement campaign of the 1910s and thus would contribute to significant trends in Maryland's transportation history.

When the bridge was built, and/or given a major alteration, did it have a significant impact on the growth and development of the area?

Construction of Bridge 17003 had a negligible impact on the surrounding area's development and growth.

Is the bridge located in an area which may be eligible for historic designation, and would the bridge add or detract from the historic and visual character of the possible district?

No, Bridge 17003 does not appear to be located in an area potentially eligible for historic designation.

Is the bridge a significant example of its type?

No, this bridge is not a significant example of its type. The structure's poor integrity mitigates its significance.

Does the bridge retain integrity of the important elements described in the Context Addendum?

Spalling, cracking and scaling of many super- and substructure elements has resulted in fair integrity for Bridge 17003's character defining elements.

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Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer, and why?

Although possibly a variant of the State Roads Commission's 1912 standard plan for concrete girder bridges, Bridge 17003 is neither a significant example of that type nor of the Commission's bridge construction efforts in general.

Should this bridge be given further study before significance analysis is made, and why?

No. Further study is unlikely to reveal any additional information linking Bridge 17003 with any significant patterns, events or persons, or associations with significant engineering and/or methods of construction.

BIBLIOGRAPHY

Maryland State Highway Administration

Bridge Inspection Reports. On file at 707 North Calvert Street, Baltimore.

Spero, P.A.C., & Company, and Louis Berger & Associates, Inc.

1994 *Historic Bridges in Maryland: Historic Context Report*. Maryland State Highway Administration, Baltimore.

State Roads Commission of Maryland

1912 *First, Second, Third, and Fourth Annual Reports of the State Roads Commission for the Years 1908, 1909, 1910 and 1911 to the General Assembly of Maryland*. Baltimore.

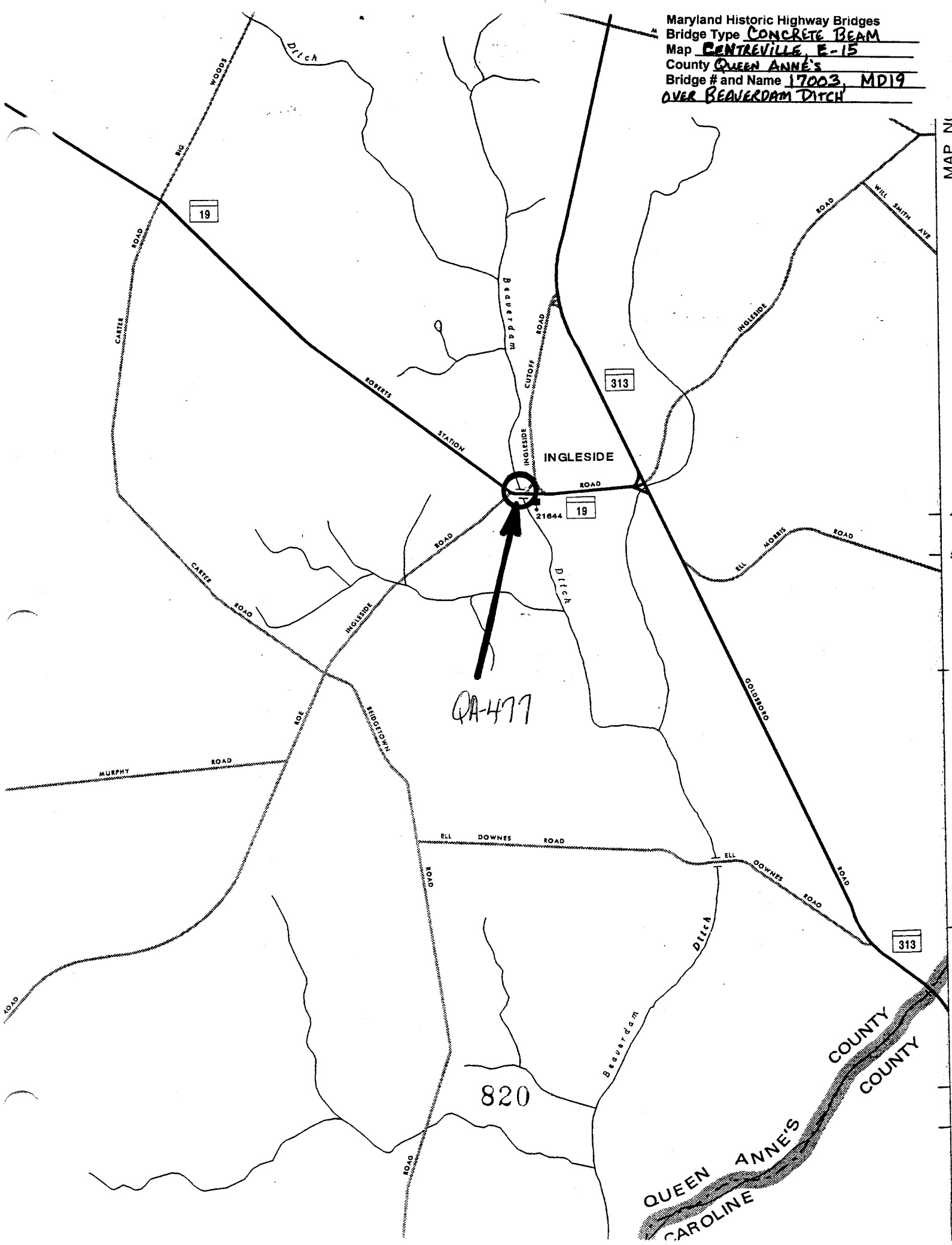
1958 *A History of Road Building in Maryland*. Baltimore.

SURVEYOR INFORMATION

Name: Stuart Paul Dixon/Steven Linhart
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Address: 5001 Louise Dr., Suite 201
Mechanicsburg, PA 17055

Date: 13 May 1996
Telephone: (717) 691-1340

Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM
Map CENTREVILLE, E-15
County QUEEN ANNE'S
Bridge # and Name 17003, MD19
OVER BEAVERDAM DITCH





HUSTLE
NEW RECAP
758-02

QA-477

QUEEN ANNES COUNTY

MATT HICKSON

316-95

MARYLAND SHRO

BRIDGE 17003, LOOKING WEST

1 OF 4



QA-477

QUEEN ANNES COUNTY

MATT HICKSON

3-16-95

MARVARD SHPO SHA

BRIDGE 17003, LOOKING EAST

2054



QA-477

QUEEN ANNES COUNTY

MATT HICKSON

3-16-95

~~MARYLAND~~ SHPO SHA

BRIDGE 17003, LOOKING UPSTREAM (SOUTH)

3 OF 4



QA-477

QUEEN ANNES COUNTY

MATT HICKSON

3-16-95

MARYLAND SHPO - SHA

BRIDGE 17003, LOOKING DOWNSTREAM (NORTH)

4 OF 4

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1000

1000
1000

9602553

**INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM**

Property/District Name: Bridge 17003 Survey Number: QA-477

Project: Repairs to BR 17003, MD 19 over Beaverdam Ditch Agency: SHA

Site visit by MHT Staff: X no yes Name Date

Eligibility recommended Eligibility **not** recommended X

Criteria: A B C D Considerations: A B C D E F G None

Justification for decision: (Use continuation sheet if necessary and attach map)

Based on the available information, Bridge 17003, MD 19 over Beaverdam Ditch in Queen Anne's County, does not meet the National Register Criteria for individual listing. The single span, concrete beam bridge with closed parapets appears to have been built in accordance with the State Roads Commission's 1912 standard plans and thus is thought to have been constructed circa 1912. According to the inventory form, its construction may be related to the State Roads Commission's primary road improvement campaign, undertaken between 1910 and 1915. However, the bridge's integrity has been severely undermined and therefore, it would not be eligible for the Register under any of the Criteria, despite its possible association with this significant event in Maryland's transportation history and its design, which is representative of the 1912 standard plan concrete beam bridges. The bridge ~~has~~ lost its southern parapet wall in 1993 and exhibits spalling, cracking and scaling of many super- and substructure elements. The bridge is not located in any known historic district, although a number of inventoried resources are located in the village of Ingleside, in the vicinity of the bridge.

The bridge was determined to be ineligible for the Register by the interagency bridge review committee on January 3, 1996.

Documentation on the property/district is presented in: Project file, Maryland Inventory
form QA-477

Prepared by: KCI Technologies (Stuart Paul Dixon & Steven Linhart)

Elizabeth Hannold
Reviewer, Office of Preservation Services

July 23, 1996
Date

NR program concurrence: X yes no not applicable

Peter & Kurtz
Reviewer, NR program

7/24/96
Date

gmg

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

<input checked="" type="checkbox"/> Eastern Shore	(all Eastern Shore counties, and Cecil)
<input type="checkbox"/> Western Shore	(Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
<input type="checkbox"/> Piedmont	(Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
<input type="checkbox"/> Western Maryland	(Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

<input type="checkbox"/> Paleo-Indian	10000-7500 B.C.
<input type="checkbox"/> Early Archaic	7500-6000 B.C.
<input type="checkbox"/> Middle Archaic	6000-4000 B.C.
<input type="checkbox"/> Late Archaic	4000-2000 B.C.
<input type="checkbox"/> Early Woodland	2000-500 B.C.
<input type="checkbox"/> Middle Woodland	500 B.C. - A.D. 900
<input type="checkbox"/> Late Woodland/Archaic	A.D. 900-1600
<input type="checkbox"/> Contact and Settlement	A.D. 1570-1750
<input type="checkbox"/> Rural Agrarian Intensification	A.D. 1680-1815
<input type="checkbox"/> Agricultural-Industrial Transition	A.D. 1815-1870
<input checked="" type="checkbox"/> Industrial/Urban Dominance	A.D. 1870-1930
<input type="checkbox"/> Modern Period	A.D. 1930-Present
<input type="checkbox"/> Unknown Period (<input type="checkbox"/> prehistoric <input type="checkbox"/> historic)	

III. Prehistoric Period Themes:

<input type="checkbox"/> Subsistence
<input type="checkbox"/> Settlement
<input type="checkbox"/> Political
<input type="checkbox"/> Demographic
<input type="checkbox"/> Religion
<input type="checkbox"/> Technology
<input type="checkbox"/> Environmental Adaption

IV. Historic Period Themes:

<input type="checkbox"/> Agriculture
<input checked="" type="checkbox"/> Architecture, Landscape Architecture, and Community Planning
<input type="checkbox"/> Economic (Commercial and Industrial)
<input type="checkbox"/> Government/Law
<input type="checkbox"/> Military
<input type="checkbox"/> Religion
<input type="checkbox"/> Social/Educational/Cultural
<input checked="" type="checkbox"/> Transportation

V. Resource Type:

Category: Structure

Historic Environment: Village

Historic Function(s) and Use(s): Transportation-vehicular

Known Design Source: State Roads Commission